

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4222.

號十月正年七十七百八千一英

HONGKONG, WEDNESDAY, JANUARY 10, 1877.

日六十月一十年子丙

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

**LONDON.**—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 164, Leadenhall Street.

**NEW YORK.**—ANDREW WISE, 133, Nassau Street.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND.**—GORDON & GORDON, Melbourne and Sydney.

**SAN FRANCISCO** and American Ports generally.—BEAN & BLACK, San Francisco.

**CHINA.**—Swatow, QUELON & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WILSON, Manila, C. HENNINGSEN & Co., Macao, L. A. DA SILVA.

## Auctions.

### GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya, on

### FRIDAY,

the 12th January, 1877, at Noon,—Electroplated Ware, Table Spoons and Forks, Butter Dishes, Sardine Boxes, Cash Boxes, Padlocks, Black Writing Ink, Merino & Lambswool Socks, Carving Knives, Tooth Brushes, Shoe Brushes, &c.

### Also,

30 tins Turpentine,  
20 tins Varnish,  
20 tins Dark and Light Oak Colour Paint.

Terms of Sale.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, January 9, 1877. ja12

### PUBLIC AUCTION.

LAND, PROPERTY AND TIMBER, &c.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, (unless previously disposed of by Private Sale), on the Premises at Wanchai, on

### MONDAY,

the 22nd January, 1877, at Noon,—The following PIECES or PARCELS of GROUND, with the BUILDINGS erected thereon, belonging to Messrs S. E. BURROWS & SONS.

### First.

That PIECE or PARCEL of GROUND, Registered in the Land Office as MARINE LOT No. 107, adjoining the Police Station No. 2, at Wanchai, with the TWO First Class GRANITE GODOWNS erected thereon, viz.:

GODOWN No. 43, fronting on the Praya 52½ feet, by an average of 73 feet Deep. Capacity about 1,300 Tons. Crown Rent, \$51 per Annum.

GODOWN No. 44, adjoining above, Two Stories, also fronting on the Praya 52½ feet, by an average of 97 feet Deep. Capacity about 3,000 Tons. Crown Rent, \$69 per Annum.

Each Godown, with the Land on which it is erected, will be put up separately.

### Second.

That PIECE or PARCEL of GROUND, Registered in the Land Office as MARINE LOT No. 121, at Wanchai, and formerly known as THE HONGKONG AND WHAMPOA DOCK COMPANY'S YARD, fronting on the Praya 100 feet, by an average of 144 feet deep, containing 14,400 square feet, Crown Rent, \$180 per Annum.

### Third.

About 80,000 Superficial feet of OREGON PINE LUMBER, 2, 3 and 4 inches, in Lots to suit Purchasers.

Also,

Sundry Lots of TEAK and SINGAPORE TIMBER, SHIP'S KNEES, WINCHES, BLOCKS, OLD IRON, SCALLES, &c.

### TERMS OF SALE.—

The LAND and GODOWNS.—One-half of the Purchase Money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the Purchaser. The Property to be at Purchaser's risk on the fall of the hammer.

The TIMBER and MOVABLE LOTS.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. All lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

For further Particulars, apply to LANE, CRAWFORD & Co., Auctioneers, Hongkong, January 6, 1877. ja22

## Banks.

**HONGKONG & SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 200,000 Dollars.

### COURT OF DIRECTORS.

Chairman.—E. R. BELLING, Esq.  
Deputy Chairman.—AD. ANDER, Esq.  
J. F. COOPER, Esq. S. W. POMEROY, Esq.  
H. HOFFMAN, Esq. F. D. SARNOCK, Esq.  
A. MOLYNE, Esq.

### ACT. CHIEF MANAGER.

Hongkong, .. THOMAS JACKSON, Esq.  
Manager.  
Shanghai, .. EWMEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

### INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Acting Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, November 2, 1876.

## Entertainments.

**HONGKONG CHORAL SOCIETY.**

PROGRAMME OF CONCERT  
TO BE GIVEN AT THE

### CITY HALL,

ON

### Thursday Evening,

January 11th, 1877.  
Commencing at 9 o'clock.

### PART I.

No. 1. Overture.—"Crown Diamonds."—Auber.  
No. 2. Chorus.—"Galatea, dry thy tears" from "Aida and Galatea."—Handel.  
No. 3. Recitative and Air for Bass, from "The Creation."—Haydn.  
No. 4. Part Song.—"The Sailor's Song."—Horton.  
No. 5. Recitative.—"In splendour bright" Trio and Chorus.—"The heavens are telling" from "The Creation."—Haydn.

### PART II.

No. 6. Trio for Pianoforte, Violin and Violoncello.—Bumel.  
No. 7. Part Song.—"Sleep, while the soft evening breezes blowing."—Bishop.  
No. 8. Song.—"Will o' the Wisp."—Cherry.  
No. 9. Solo for Violoncello.—Andante from 2nd Concerto.—Goldmann.  
No. 10.—Part Song.—"Sir Knight, Sir Knight."—Macfarlane.  
No. 11.—Overture.—"La Cenerentola."—Rossini.

Tickets, Price \$2 each, may be obtained of Messrs LANE, CRAWFORD & Co., and at the Door of the Hall on the night of the Concert.

T. C. WILLIAMSON,  
Acting Hon. Secretary.

Hongkong, January 5, 1877. ja12

## Intimations.

**THE MEDICAL HALL,**

37, Queen's Road, Hongkong.

ESTABLISHED 1863.

TE. KOFFER, Proprietor.

Hongkong, April 28, 1876. ap28

## HONGKONG.

**Chs. J. GAUPP & Co.,**

WATCHMAKERS & JEWELLERS,

38, Queen's Road.

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. ti.

## W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1876.

## Intimations.

**MacEWEN, FRICKEL & Co.**  
ARE NOW LANDING AN INVOICE OF  
**ROUYER GUILLET & Co.'s**  
**CELEBRATED BRANDY.**

This BRANDY is well known in England, the Colonies, and India. The Firm possess Six Vineyards and Six Distilleries, and are amongst the largest shippers from Charente.

Qualities (One \*, Two \*\*, Three \*\*\*, and Four \*\*\*\*, in Cases of One Dozen Quarts.

Also,

**POMMEY & GRENOS**  
**"Extra Sec." CHAMPAGNE,**  
in Quarts and Pints,  
As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [ap5]

**TENDERS** for the undermentioned Works to the Portuguese Gunboat "TEJO," will be received at the Portuguese Consulate, Hongkong, on and after the 11th Instant:—For NEW COPPER, CAULKING, NEW DECKS, FORECAST, NEW BRIDGE, WATER CLOSETS, BATH-ROOMS, and interior arrangements, &c., &c., all as per specification.

For further particulars apply on Board the "Tejo," which will arrive in Hongkong on or about the 10th Instant.

F. AMARAL,  
Commander "Tejo,"  
Macao, January 6, 1877. ja11

**TENDERS** as advertised for WORKS on Board the "TEJO," will be received until 2 p.m. of the 11th Instant, at the Portuguese Consulate.

The Commander to have the right of refusing or accepting any of the Tenders.

A. G. ROMANO,  
Acting Consul General.  
Hongkong, January 9, 1877. ja11

**TENDERS** for REPAIRS to the British Barque UNANIMA, CAIN, Master, will be received by the Undersigned until Noon on FRIDAY, the 12th Instant.

The Captain does not bind himself to accept the cheapest or any Tender.

For particulars of the Work, apply to the Captain on Board, or to

MEYER & Co.,  
Agents.  
Hongkong, January 9, 1877. ja12

**MACAO HOTEL,**  
**PRAYA GRANDE, MACAO.**

ON the 20th Instant, a First Class HOTEL will be OPENED, under two above titles, in Spacious, Commodious, and well-furnished Premises on the Praya Grande.

Every attention will be paid to the comfort of Visitors.

Wines, Spirit and Estates of the best quality only supplied. Terms moderate.

J. P. DE CAMPOS,  
Proprietor.  
Macao, January 8, 1877.

**HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

THE Twenty-first Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be held at the CITY HALL, Victoria, Hongkong, on THURSDAY, the 25th January Instant, at 2 o'clock in the afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of the Accounts, and electing Auditors.

By Order of the Board of Directors,  
P. A. DA COSTA,  
Secretary.  
Hongkong, January 2, 1877. ja25

**HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.**

**NOTICE.**

THE Transfer BOOKS of the Company will be CLOSED from the 11th to the 25th Instant, both days inclusive.

By Order of the Board of Directors,  
P. A. DA COSTA,  
Secretary.  
Hongkong, January 2, 1877. ja25

**Notices of Firms.**

**NOTICE.**  
MR. H. C. FERNANDES has been admitted a Partner in our Firm, and Mr. ALFRED HARTZ has been authorized to sign for us per Procuration.

OSBLOWITZ & Co.  
Hongkong, January 1, 1877. fa2

## Notices of Firms.

**NOTICE.**  
THE BUSINESS of the Undersigned will henceforth be carried on under the Name or Style of H. KLER & Co.

H. KLER.  
Hongkong, January 1, 1877. fa2

**NOTICE.**  
MR. WILHELM CARL ENGELBRECHT VON PUTZAU, JUNR., is authorized to sign our Firm.

W. PUTZAU & Co.  
Hongkong, December 23, 1876. fa1

**NOTICE.**  
MR. LUDWIG SINGMUND LUTKENS is authorized to sign our Firm per Procuration.

W. PUTZAU & Co.  
Hongkong, January 1, 1877. fa2

**NOTICE.**  
THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

1, Club Chambers,  
Hongkong, April 20, 1876.

**VICTORIA DISPENSARY.**  
ON and after the 18th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. ORUICKSHANK,  
Manager.  
Hongkong, November 21, 1876.

**NOTICE.**  
MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of failing health, and his interest and responsibility ceased on the 31st December last.

MR. NICHOLAS AUGUST SIESS has been authorized to sign for us by Procuration.

We have this day reopened a branch of our Firm at Canton.

SIESSSEN & Co.  
Hongkong, January 1, 1877. ap2

**THE Interest and Responsibility** in our Firm of the late Mr. J. C. KRAUS ceased with his death at Yokohama on the 27th of August last, and the Business will be carried on as heretofore and under the same Style and Firm by our Mr. H. KUPF-MANN.

MR. RICHARD SCHNEIDERMAN has been authorized to sign the FIRM KRIESE & Co.

Hongkong, January 1, 1877. fa2

**NOTICE.**  
THE Partnership hitherto existing between the Undersigned under the Firm of

G. RAYNAL & Co.  
at this Port, has this day been dissolved by mutual consent.

GUSTAV RAYNAL,  
CARL MILLISON.  
Macao, January 1, 1877. fa2

**NOTICE.**  
THE Interest and Responsibility of VISCOUNT DU'CEVAL in our Firm ceased from the 1st April 1876.

A. A. DE MELLO & Co.  
Macao, January 1, 1877. fa2

**I HAVE** this day Established myself at this Port under my own name as GENERAL COMMISSION AGENT.

O. KEES.  
Canton, January 9, 1877. fa2

**NOTICE.**  
THE Interest and Responsibility of Mr. CHARLES BRIDGES in our Firm Ceased on the 30th September, 1876.

The Business will be Continued under the Style of CAMPBELL & Co.

QUELON & CAMPBELL.  
Swatow, January 1, 1877. fa2

**NOTICE.**  
THE Firm of J. D. MAYN & FAYN will from this Date be carried on as heretofore under the Style of

J. D. MEYER & Co.  
Swatow, January 1, 1877. fa2

## Notices of Firms.

**NOTICE.**  
THE Interest and Responsibility of the late Mr. ALFRED HUTCHISON in our Firm Ceased on the 26th February 1876.

DEACON & Co.  
Canton, January 1, 1877. fa2

**NOTICE.**  
THE Partnership hitherto existing between the Undersigned under the name of MESTERN & HULSE has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN,  
W. HULSE.  
Canton, December 31, 1876. ap2

**Shipping.**

**Steamers.**

**FOR SWATOW, AMOY, TAMSUI AND TAIWANFOO.**

The Steamship

"HAILOONG,"

Captain ABBOTT, will be despatched for the above Ports on SATURDAY, the 13th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.  
Hongkong, January 9, 1877. ja13

**FOR COOKTOWN AND SYDNEY,**

(Taking through Cargo for MELBOURNE.)

The Eastern and Australian Mail Steam Co.'s Steamer

"SINGAPORE" will be despatched as above on MONDAY, the 15th Instant, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.  
Hongkong, January 6, 1877. ja15

**NOTICE.**

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship

"TIBRE,"

Comdt. DE GIARD, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUEY,  
Agent.  
Hongkong, January 6, 1877.

**NOTICE.**

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship

"AVA,"

Comdt. HERNANDEZ, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUEY,  
Agent.  
Hongkong, January 6, 1877.

**FOR LONDON.**

The Steamship

"GLENFINLAS,"

Captain WILCOX, due from Shanghai and Foochow on or about the 6th Proximo, will have immediate despatch as above.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, December 26, 1876.

**Sailing Vessels.**

**FOR LONDON.**

The A 1 British Bark

"HANTS COUNTY,"

will load here and have immediate despatch.

For Freight, apply to

MEYER & Co.  
Hongkong, December 30, 1876.

**FOR LONDON.**

The A 1 British Bark

"QUEA,"

STABELL, Master, having the greater portion of her Cargo engaged, will load Tea and General Cargo here and (or) at Whampoa.

For Freight, apply to

MEYER & Co.  
Hongkong, November 29, 1876.

**FOR LONDON.**

The A 1 British Ship

"ENGLAND'S GLORY,"

KNIGHT, Master, will load here and have quick despatch.

For Freight, apply to

MEYER & Co.  
Hongkong, January 3, 1877.

**FOR MANILA.**

The Spanish Brig

"SAN LORENZO,"

Pico, Master, will have quick despatch for the above Port.

For Freight or Passage, apply to

REMBEDIOS & Co.  
Hongkong, January 4, 1877.

## Shipping.

**Sailing Vessels.**

**FOR LONDON.**

(If sufficient Inducement offers.)



## For Sale.

## SAYLE &amp; Co.

BEG to Solicit inspection of their WIN-  
TER STOCK.  
Rich Black Glace and Grosgrain SILKS,  
from the Best French Makers.  
Coloured Grosgrain and Fancy SILKS,  
Black, White and Coloured SATINS.  
Japanese SILKS, Better and Cheaper  
than ever.

Fancy DRESS MATERIALS, in all  
the New TEXTURES, All WOOL  
SERGES, Scotch WOOL PLAIDS, French  
MERINOS.

Ladies Ready-made COSTUMES, Ball  
DRESSES, Opera CLOAKS,  
Dresses and Coloured SILK VELVETS,  
Black and Coloured VELVETENS.

The Newest SHIRTS in Silk, Velvet,  
and Cloth JACKETS.  
Children's Cloth JACKETS.

Boys' Serge and Cloth SUITS, all Sizes.  
Wool SEAWAYS and Mountain WRAPS.  
Ladies' Trimmed HATS and BONNETS,  
Newest Styles, direct from Paris.

Untrimmed Gait and Straw HATS.  
Children's Felt and Straw HATS.  
RIBBONS, LACES, FEATHERS,  
FLOWERS.

Ladies' Linen and Lace COLLARS and  
OUFFS.  
Swansdown and Fur TRIMMINGS,  
Swansdown MUFFS, COLLARS and  
PELLETTES.

Infants' ROBES, CLOAKS and PE-  
LLETTES.  
Infants' HOODS, HATS and BONNETS.  
Ladies' and Children's UNDER-CLOTH-  
ING.

Fancy Flannel Dressing GOWNS and  
Morning WRAPPERS.  
KID GLOVES.  
Ladies' and Children's BOOTS and  
SHOES.

MILLINERY and DRESSMAKING.  
Sole Agents for the "LITTLE WANDER"  
SEWING MACHINE.

## SAYLE &amp; Co.

VICTORIA EXCHANGE,  
Queen's Road & Stanley Street.

## NOW READY.

"THE FOLK-LORE OF CHINA,"  
AND ITS AFFINITIES WITH THAT OF THE  
ARABIAN AND SEMITIC RACES.

By N. B. DENNY, F.R.S.  
"Instructive and amusing enough to  
command a ready sale."—Daily Press.

For Sale by  
Messrs LANE, CRAWFORD & Co.,  
LALMONT, ATKINSON & Co., FALCONER  
& Co., MOULTON, FRICKEL & Co., GAUF  
& Co., and KEUSE & Co.,

Or can be had of the Author, at the CITY  
HALL, Hongkong.

London, ... TRUBNER & Co.,  
Shanghai, ... Messrs KELLY & WALSH.

Price:—Half Bound Roan, .....\$2.00  
Paper Covers, .....\$1.00  
Hongkong, December 13, 1876.

FOR LONDON, VIA SUEZ CANAL,  
Calling at SINGAPORE and PENANG.  
The Steamship  
"ALTONA,"  
Captain MÖLLER, will be de-  
parted as above on or about  
the 15th instant.

For Freight, apply to  
JARDINE, MATHESON & Co.  
Hongkong, January 4, 1877.

## To-day's Advertisements.

FOR COOKTOWN, BRISBANE,  
SYDNEY AND MELBOURNE.

The Eastern and Australian  
Mail Steam Co.'s Steamship  
"SOMERSET"  
will be despatched as above,  
from SINGAPORE, on or about the 4th  
February next.

For Freight or Passage, apply to the  
Undersigned, who are prepared to grant  
through Bills of Lading.  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, January 10, 1877.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE S. S. *Penguin* having arrived from  
the above Ports, Consignees of Gen-  
eral Cargo are hereby informed that their  
Goods are being landed by the Undersigned  
into their G down at Consignees' risk.  
Cargo remaining undelivered after the  
15th instant will be subject to rent.  
Opium is deliverable from on Board.  
No Fire Insurance has been effected.  
JARDINE, MATHESON & Co.  
Hongkong, January 10, 1877. j16

NO. 1 of the "TOKIO TIMES" (A  
Weekly Journal) will be Published  
at Tokio on Saturday, January 6, 1877.  
Terms of Subscription: \$12 per Year.  
Single Copies, 25 cents.  
Advertisements: 50 cents per Inch or  
part of an inch, and \$5 per Column.  
Orders received by  
Messrs LANE, CRAWFORD & Co.  
Hongkong, January, 1877. j224

## Now Ready.

THE CHINA REVIEW,  
Vol. V, No. 3.  
Annual Subscription, postage included,  
\$5.00.

Contents:  
Notes on the Chinese Language, (Continued  
from page 83.)  
Establishment of American Trade at  
Canton.  
Chinese Interference with the Countries of  
Central and Western Asia in the Fif-  
teenth Century.—Part I. (Continued  
from page 132.)  
The Beater's Song.  
The Law of Inheritance.  
Short Notices of New Books and Literary  
Intelligence.  
Notes and Queries.

Validity of Chinese Marriages.  
Money Loan Associations.  
Beak Oaks as a Mart.  
Pigskin English.  
Books Wanted, Exchanges, &c.

China Mail Office,  
Hongkong, January 10, 1877.

## To-day's Advertisements.

## TO LET.

HOUSE No. 7, Caine Road, lately occu-  
pied by Mr PARKER.  
House No. 10, Albany Road, at present  
occupied by the Rev. R. H. KIDD.  
DAVID SASSOON, SOLE & Co.  
Hongkong, January 10, 1877.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

VESTA, German barque, Capt. R. Dirks.  
—Melchers & Co.  
MADAME DEMOREST, British barque,  
Captain C. H. Bessit.—Gibb, Livingston  
& Co.

BREITOVEN, German barque, Captain  
R. Haje.—Melchers & Co.  
BRIDGETOWN, British barque, Captain  
E. W. Clapp.—Arnhold, Karberg & Co.

FLYING CLOUD, British barque, Captain  
H. Williams.—Turner & Co.  
IRENE, German schooner, Captain O.  
Hansen.—Carlowitz & Co.

HANTS COUNTY, British barque, Captain  
G. W. Cochran.—Mayer & Co.

## SHIPPING.

## ARRIVALS.

Jan. 9, *Tehing Tsing*, Chinese gunboat,  
from Canton.  
Jan. 10, *Humboldt*, German barque, 830,  
A. F. Stoll, Legation Jan. 3, Timber.—  
EDUARD SCHILLHASS & Co.

Jan. 10, *Christian*, German schooner,  
280, D. Stehr, Keelung Jan. 7, Coal.—  
EDUARD SCHILLHASS & Co.

Jan. 10, *Spirit of the Age*, British barque,  
347, Rich. Johnson, Yokohama Dec. 28,  
Ballast.—CAPTAIN.

Jan. 10, *Hailong*, British steamer, 277,  
J. C. Abbott, Foochow Jan. 7, Amoy 8,  
and Swatow 9, General.—DOUGLAS LA-  
FRANK & Co.

## DEPARTURES.

Jan. 10, *Leyte*, for Manila.  
10, *Ocean*, for Saigon.  
10, *Kronprinz Gustaf*, for London.  
10, *Uniah*, for Haiphong.

## CLEARED.

*Mount Washington*, for Hilo.  
*Kala Waters*, for Melbourne.  
*Deutschland*, for Guam.  
*Gotha*, for Bangkok.

*Tokata*, for San Francisco.  
San Francisco, for Singapore.  
*Pontenays*, for Hilo.

## PASSENGERS.

ARRIVED.  
Per *Hailong*, from Coast Ports, 3 Euro-  
pean deck, and 112 Chinese deck.  
DEPARTED.

Per *Leyte*, for Manila, Capt. Walker, and  
8 Chinese deck.  
Per *Ocean*, for Saigon, 4 Europeans and  
400 Chinese.

Per *Kronprinz Gustaf*, for London, 1  
European.  
Per *Uniah*, for Haiphong, 20 Chinese.  
Per *Gotha*, for Bangkok, 20 Chinese.

## SHIPPING REPORTS.

The German schooner *Christian* reports:  
Fine weather throughout.  
The British barque *Spirit of the Age* re-  
ports: Strong adverse currents which pre-  
vented us from getting through Vandenberg's  
Strait. On the 6th inst. passed Loochoo,  
since when have had fresh N.E. winds and  
fine weather.

The British steamer *Hailong* reports:  
Foolchow to Amoy strong monsoon and  
clear, Amoy to Swatow fresh monsoon,  
thence to port moderate monsoon and fine  
clear weather. In Amoy—Chinese str.  
*Cheong Hock Kian*, S. S. *Foolchow*, and  
H. M. S. *Grolier*. In Swatow—S. S.  
*Atlanta* and *Tientsin*, and Chinese g.b.  
*Chen-to*.

## Shipping Intelligence.

HOME SHIPPING.  
The following is taken from the latest  
London Papers:—

DEPARTURES.  
June 9, *Aurora*, from Richmond, U. S. to  
Hongkong.  
Sept. 1, *Bertha*, from Hamburg to Hong-  
kong.  
Sept. 2, *Frederick*, from Cardiff to Hong-  
kong.  
Sept. 3, *McNear*, from Cardiff to Hong-  
kong.  
Sept. 12, *Tyburnia*, from London to Hong-  
kong.  
Sept. 10, *Sarah Nicholson*, from London to  
Hongkong.  
Sept. 16, *Western Belle*, from Cardiff to  
Hongkong.  
Sept. 17, *Palestine*, from London to Hong-  
kong.  
Sept. 18, A. T. Stalknecht, from Cardiff  
to Hongkong.  
Sept. 23, *Agnes Muir*, from London to  
Shanghai.  
Oct. 3, *Belle of Oregon*, from Cardiff to  
Hongkong.  
Oct. 5, *Vega*, from Hamburg to Onchoo,  
Oct. 8, *Glamorganshire*, from London to  
Hongkong.  
Oct. 12, *Omba*, from London to Shanghai.  
Oct. 14, *Sir Harry Parkes*, from London to  
Hongkong.  
Nov. 12, *Lima*, from London to Hongkong.  
Nov. 13, *Rurik*, from Cardiff to Hongkong.  
Nov. 14, *Egeria* (str.), from London to  
China and Japan.  
Nov. 16, *Hydra*, from Cardiff to Hongkong.  
Nov. 16, *Menelaus* (str.), from Liverpool  
to Shanghai.  
Nov. 16, *Benary* (str.), from Glasgow to  
China and Japan, via London.  
Nov. 17, *Cassandra* (str.), from Hamburg  
to Shanghai.  
Nov. 17, *Eliza Shaw*, from London to  
Shanghai.  
Nov. 21, *America*, from Cardiff to Hong-  
kong.  
Nov. 23, *Braemar Castle* (str.), from Lon-  
don to Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.  
At London:—Steamers via Suez Canal,  
Galley of *Lotha*, Glenroy.  
Cyphreus.

Sailing Vessels.  
Western Chief. Albert Victor.  
Carriack. Chinaman.

At Liverpool. Stentor (str.)  
At Glasgow. Laidlaw Castle (str.)

## POST OFFICE NOTIFICATIONS.

## MAILS will close:—

For BANGKOK.—  
Per barque *GOLLAH*, at 9.30 a.m. To-  
morrow, the 11th inst.

For AMOY and SHANGHAI.—  
Per *CALABAR*, at 2.30 p.m. To-morrow,  
the 11th inst., instead of as pre-  
viously notified.

For ILOILO.—  
Per ship *CONTINENTAL*, at 4.30 p.m.  
To-morrow, the 11th inst.

For SHANGHAI.—  
Per *NINGPO*, at 11.30 a.m., on Friday,  
the 12th inst., instead of as pre-  
viously notified.

For CANTON.—  
Per barque *J. H. LOVE*, at 11 a.m., on  
Saturday, the 13th inst.

For COOKTOWN and SYDNEY.—  
Per *SINGAPORE*, at 11.30 a.m., on  
Monday, the 15th inst. Mails will  
also be closed for other ports of E.  
Australia, New Zealand, and Tas-  
mania, 8 cents rates.

MAILS BY THE FRENCH PACKET.—  
The French Contract Packet *SINDH*,  
will be despatched on THURS-  
DAY, the 11th January, 1877, with  
Mails to and through the United  
Kingdom and Europe, via Marseilles;  
to Saigon, Singapore, Batavia, Galle,  
Pondicherry, Madras, Calcutta,  
Bombay, Aden, Suez, and Alex-  
andria.

The following will be the hours of closing  
the Mails, &c.:—  
Wednesday, January 10th.—  
6 p.m. Money Order Office closes. Post  
Office closes except the NIGHT BOX,  
which remains open all night.

Thursday, January 11th.—  
7 a.m. Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m. Registry of Letters ceases.  
11 a.m. Post Office closes except for Late  
Letters.

11.10 a.m. Letters (but Letters only)  
addressed to the United Kingdom,  
Saigon, or Singapore may be posted  
on payment of a Late Fee of 18 cents  
extra postage, until

11.30 a.m., when the Post Office CLOSERS  
entirely.

Hongkong, December 28, 1876. jall

MAILS BY THE UNITED STATES PACKET.  
The United States Mail Packet *CITY OF*  
*TOKIO*, will be despatched on MON-  
DAY, the 15th instant, with Mails for  
Japan, San Francisco, the United  
States, and London, which will be  
closed as follows:—

2 p.m. Registry of Letters ceases.  
2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence may be posted  
on board the Packet with Late  
Fee of 12 cents extra Postage  
until

2.50 p.m. when the Mail is finally closed.  
Correspondence must be specially directed  
for this route, and if not fully prepaid  
will be sent by British Packet.

Letters, &c. can be posted for Canada, the  
West Indies, and other places named  
below, if sufficient American Stamps  
are added to prepay them from San  
Francisco to destination. American  
Stamps are sold at this Office.

General Post Office,  
Hongkong, January 3, 1877. jall5

MAILS BY THE ENGLISH PACKET.—  
The English Contract Packet *GEELONG*,  
will be despatched with the Mails  
for Europe, &c., on THURSDAY,  
the 18th inst.

The following will be the hours of closing  
the Mails, &c.:—  
Wednesday, January 17th.—  
5 p.m. Money Order Office closes.

6 p.m. Post Office closes except the NIGHT  
BOX, which remains open all night.

Thursday, January 18th.—  
7 a.m. Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m. Post Office closes except for Late  
Letters. Registry of Letters ceases.

10.15 a.m. Letters may be posted with  
LATE Fee of 18 cents extra  
Postage till

11 a.m., when the Post Office CLOSERS  
entirely.

11.30 a.m. Letters (but Letters only)  
addressed to the United Kingdom  
via Brindisi or to Singapore may  
be posted on board the Packet with  
Late Fee of 48 cents extra postage,  
till

11.50 a.m., when the Mail is finally  
closed.

Hongkong, January 6, 1877. jall8

General Memoranda.

FRIDAY, January 12.—  
Tenders to Repair the British barque  
*Uniah* will be received at the  
Office of the Agents up to Noon.

Noon.—General Weekly Sale by Messrs  
LANE, CRAWFORD & Co.

SATURDAY, January 13.—  
Noon.—*Hailong* leaves for Swatow,  
Amoy, Tamsui and Taiwan.

MONDAY, January 15.—  
Noon.—*Singapore* leaves for Cooktown  
and Sydney.

3 p.m.—American Mail leaves for Yoko-  
hama and San Francisco.

TUESDAY, January 16.—  
Goods per *Penguin* undelivered after this  
date subject to rent.

THURSDAY, January 18.—  
Noon.—English Mail leaves for Ports  
of Call and Europe.

Atmos leaves for London on or about this  
date.

MONDAY, January 22.—  
Noon.—Sale of Ground, Timber, &c., at  
Waikanae.

3 p.m.—Meeting of Shareholders of the  
H. O. & M. Steamboat Co., Limited,  
at City Hall.

THURSDAY, February 1.—  
3 p.m.—Occidental & Oriental S. S. Co.'s  
Steamer leaves for Yokohama and San  
Francisco.

## MEMOS. FOR TO-MORROW.

## Shipping.

Noon.—French Mail leaves for Ports of  
Call and Europe.

6 p.m.—Meeting of Victoria Lodge.

Amusement.  
9 p.m.—H. K. Choral Society's Concert  
at the City Hall.

Miscellaneous.  
Transfer Books of H. O. & M. Steam-  
boat Co. closed from this date till 25th  
instant, inclusive.

Tenders for the Repairs of the gunboat  
*Tajo* will be received at the Portuguese  
Consulate until 2 p.m.

THE  
HONGKONG DISPENSARY,  
Established A.D. 1841.

香港大藥房  
A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

OF  
DRUGGISTS' SUPPLIES, NURSERY REQUI-  
SITES, TOILET REQUISITES, ENGLISH,  
AMERICAN, AND FRENCH PATENT  
MEDICINES.

MANUFACTURERS  
OF  
Soda Water, Lemonade, Tonic Water,  
Gingerade, Potass Water, Sarsaparilla  
Water, and other Aerated Waters.

The Manufactory is under direct and  
continuous European Supervision.  
Hongkong, June 1, 1876.

The publication of this issue commenced  
at 7.20 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, JAN. 10, 1877.

JUDGING from the fact that two coolies  
have been convicted at different times  
during the past week of using certificates  
of registration that did not belong to  
them, it would seem that a little more  
vigilance in engaging and registering  
servants is desirable. Singularly enough  
in both the cases in question the names  
of some of the highest representatives of  
law and justice in the Colony were made  
use of to perpetrate the fraud. In the  
one case the coolie endeavoured to  
obtain employment by presenting a cer-  
tificate endorsed with the names of the  
Chief Justice and the United States  
Consul, and in the other the document  
bore the name of the junior Magistrate  
as one of the late employers of the ap-  
plicant. The certificates in each case  
belonged to other coolies. The impudent  
mendacity displayed by one of the  
offenders when before the Court was  
quite characteristic of his nationality.

He was the coolie that had presented the  
certificate bearing the name of the junior  
Magistrate, and when brought before  
that official, himself, on the charge, he  
calmly persisted in his representation  
that he had been in his employ, and it  
was only on Mr Russell suggesting that  
his boy, who had been with him some  
nine years, should be called to refute the  
statement, that the prisoner admitted the  
certificate did not belong to him. These  
cases naturally raise a suspicion, which  
under the circumstances is by no means  
unreasonable, that a good many of our  
servants obtain engagements on certifi-  
cates other than their own. Under  
the Registration Ordinance of 1866 it is  
not lawful for any person other than a  
Chinese to engage and employ any ser-  
vant not provided with a certificate of  
registration, nor is it lawful for any  
person to engage himself as a servant with-  
out being provided with such certificate.

Every person who engages himself as a  
servant is also to report the fact within  
seven days at the Registrar General's  
Office and produce his certificate of re-  
gistration for the purpose of having the  
name of his employer endorsed on it and  
recorded at the Office. It is also pro-  
vided that any person who shall use a  
certificate of registration which has not  
been duly obtained by him at the Re-  
gistrar General's Office shall be liable to  
imprisonment, with or without hard  
labour, for not less than one and not  
more than six calendar months, and to a  
fine, either in addition or substitution of  
such imprisonment, of not less than five  
dollars and not more than one hundred  
dollars. In one of the two cases we  
have been referring to the offender was  
sentenced to one month's hard labour  
and to pay a fine of \$10, or, in default  
of the payment, to undergo two addi-  
tional months' hard labour, and in the  
other case the offender was fined \$5.

Considering that in the latter case, the  
Magistrate had to deal with the  
mendacious offender who didn't stick  
at a barefaced lie in Court, it is some-  
what singular that he should escape  
with a \$5 fine, while his unfortunate  
companion in trouble should be mulcted  
in \$10 and sentenced to one month's im-  
prisonment in addition. It is true that  
the case in which the lighter punishment  
was inflicted was the first of the two  
that came before the Court, but other-  
wise we can find no reason why the  
punishments ordered should differ, ex-  
cepting in the fact that they were  
inflicted by different Magistrates. We  
also cannot quite understand how the  
fine of \$5 was awarded under the Ordina-  
nce, seeing that it expressly provides  
that "any person using or attempting

to use any certificate of registration  
which shall not have been duly obtained  
by him at the Registrar General's Office  
shall be liable to imprisonment, with  
or without hard labour, for not less  
than one, and not more than six calen-  
dar months, and to a fine, either in  
addition to or in substitution of such  
imprisonment, of not less than \$10, and  
not more than \$100." There seems to  
be an unusual propensity among servants  
in the Colony just now to obtain situa-  
tions by means of fraud. At the same  
time that one of the above offenders was  
convicted, a Hindoo watchman was  
charged with endeavouring to obtain  
employment by means of a forged cer-  
tificate. The prisoner presented a certifi-  
cate, purporting to be endorsed by the  
pier-master in the employ of the P. & O.  
Company, with the words "character  
good, conduct very good." It was shown  
that defendant had been dismissed from  
the service of the pier-master, and that  
the words in question were a simple for-  
gery. The prisoner, unfortunately for  
himself, made the mistake of presenting  
the forged certificate to the police for  
employment. Enterprise in this case  
was rewarded with a month's imprison-  
ment.

"SKETCHES OF EXCURSIONS TO CHUAN  
POOTLO, NANKING, AND KIOTO" is the  
title of a small work, just published,  
from the pen of Mr. R. S. Gundry of  
the *North China Herald*, Shanghai.

The book is scarcely one calling for a  
detailed review. As the author states  
in his preface, the volume is merely a  
collection of letters that have been pub-  
lished from time to time in the *Herald*  
at Shanghai or the *London Times*,  
revised, however, added to, and in some  
cases connected, in the compilation. Mr  
Gundry's descriptions of his excursions  
made as these were to places com-  
paratively little known to foreigners,  
but abounding in objects and sights of  
interest, as well as in historical associa-  
tions, will be read with pleasure by  
every one who takes up the book. It is  
to be hoped that the republication, in  
this form, of the author's remarks with  
regard to the state of the graves of the  
foreigners who were killed or died from  
disease at Chuan will result in the at-  
tention of the proper authorities being  
drawn to the subject. These graves are  
said to be sadly out of repair, and "the  
awful record of 431 deaths in the 55th  
Regiment stands amidst brick-stacks,  
granite slabs and a heap of empty fish  
shells." Then again the Chinese are  
commencing to deposit their dead among  
the ashes of the foreigners, and while the  
author cannot regard this as desecration,  
yet he would rather that such encroach-  
ments were not made. The paper was  
written in 1872, but it appears from a  
foot-note to the page that, although some  
repairs have been made to one or two of  
the monuments, yet the graves are still  
neglected.

LOCAL AND GENERAL.

THE *Lombardy*, with the next outward  
English Mails, left Penang yesterday  
(Tuesday) afternoon.

We are informed by the Agents (Messrs  
Jardine Matheson & Co.) that the steamer  
*Glenroy* left Singapore for this port on  
Tuesday, the 9th instant.

It is clear that official machinery at home  
is inanimately slow of movement, and the  
home authorities must be very reluctant to  
give an official and authoritative utterance  
to a statement before every means be re-  
sorted to for ascertaining its unquestionable  
truth. An illustration of this is given us in  
the following startling telegram "just to  
hand" forwarded to us by the courteous  
agent of Reuter's Telegram Company:—

"Sir A. E. Kennedy's appointment as  
Governor of Queensland is officially not-  
fied." We trust Sir Arthur will feel re-  
lieved, now that his appointment has been  
placed beyond all question, although, since  
the journals in four or five continents have  
been discussing for some little time the  
bearings of the change of administration,  
and passage-tickets have been inquired for,  
it was hoped that even the *London Gazette*  
would give way at last, and thus set our  
mind at rest.

Police Intelligence.

(By James Russell, Esq.)  
January 10, 1877.

AN UNPLEASANT



ful one, but has in no slight degree strengthened the relations between Australia and the East, and its maintenance upon a strong footing would seem to be a matter of some common interest to the several colonies; but as Queensland is strong enough to maintain it unaided, it will, from all points of view, be more satisfactory that she should do so, making such arrangements as may be fair to the southern colonies for its use by them.

#### NIAGARA CROSSED BY A FEMALE TIGRIS WALKER.

The daring Signorina Speltina, a young Italian lady, performed a short time ago her promised feat of walking across the Niagara Falls on a tight-rope, which was stretched immediately over the point where the rapids boil most furiously, and a couple of hundred feet beyond the suspension bridge. At this point, the same at which Blaudin stretched the second rope, the gorge is more than one thousand eight hundred feet across, and the banks about two hundred feet above the seething water. It is one of the wildest and most troubled parts of the river. The rope was two and a quarter inches in diameter, of the best Manila and weighed nearly a ton. The lady was attired in green boots, fish-colored tights, a tunic of scarlet, and a shining green bodice. Bands at each side of the river played during the walk. She reached the Canadian side in 11 minutes. At the expiration of 10 minutes the Signorina again appeared, balance-pole in hand, and began the return journey. Steadily she came back across the long line, stopping at the centre to rest upon one knee, then again stepping forward with measured and steady tread. When within a few rods of her final destination she stood immovable for a moment while being photographed. She then traversed the remaining distance safely. The wind toyed with the Signorina's flowing hair, but did not disturb her equilibrium; and she enlivened her sedate march with a few fancy steps, which showed her thorough disregard of fear.

#### IMMURED.

When Dr. Duckland was Dean of Westminster, the lately deceased Dr. Rimbault applied to him for permission to make extracts from the registers of the Abbey, in order to ascertain the dates of admission and of the decease of the eminent men who had been on the establishment at Westminster. The difficulty which presented itself to the Dean's mind was, that it would be too great a tax upon his own time to wait while the extracts were made, and that he could not give up the keys of the muniment-room to any person. Still he desired to oblige in all cases of literary research, and, therefore, offered to take Dr. Rimbault into the room, and to leave him there, to be let out at any appointed time. The proposal was particularly agreeable to Dr. Rimbault, as he could then work without interruption. Thinking that about three hours would suffice, and as he dined at an early hour, he appointed one o'clock. The Dean was not punctual, and the Doctor worked on. At three o'clock the latter felt the want of his dinner, his extracts were finished, and he wished only to be gone. "What could have detained the Dean?" But no step was to be heard. The evening service soon began, and at length the last peal of the organ had faded away, and was quiet. It then became evident that Dr. Rimbault was forgotten; and how long was this to last? Before daylight had quite passed away, he had surveyed his position, and found that he was in a trap from which it was impossible to extricate himself. He could neither see the windows nor make himself heard. His memory for the Dean's name was quite at the mercy of the Dean's memory, for he had not told any one where he was going, because he expected to return home within a few hours. "Would his disappearance be advertised, and would the Dean see it, and when?" Dr. Rimbault had none of the bodily fat which is said to support life under long periods of fasting, and the last was, therefore, an important question with him. "When would the muniment-room be next visited?" That was indeed a remote contingency; so that, like Geneva in the chest which had closed over her with a spring lock, nothing but his skeleton might then be found. From these uncomfortable reflections Dr. Rimbault was released late at night. He had drawn together some parchment to roll upon, but not to sleep, when at last a key was heard in the door. The good dean had gone home to dinner, and had taken his sisters, after which he commenced ruminating on the events of the day, and at last, thought of his prisoner. He returned to the Abbey at some inconvenience, and set him free with many apologies. Dr. Rimbault's ardour to be shut up in a muniment-room had then quite cooled.—*Athenaeum*.

#### THE CYMBA AND THE VIGILANT.

(*Mitchell's Maritime Register*.)

A recent inquiry at Westminster before the Wreck Commissioner, in which he was assisted by two Naval Assessors, reveals a danger which the Rules of the Road are seemingly unable to avert. It was the case of the *Cymba* (s) colliding with the cutter *Vigilant* in the Thames during broad daylight and in fine weather. The evidence was not altogether reliable, for, as usual, several important assertions were made which evidently contradicted each other. On which side the truth rests it is not for us to determine, and, therefore, we shall treat the casualty as one of misadventure, or, perhaps, inevitable accident. The *Vigilant* was on the port tack, and her Master says she was heading W.N.W., with the wind at W.S.W. The *Cymba* appeared to be coming stem on to the yacht, and the latter's helm being put down the tiller broke, and she came up to the wind. As the steamer was under a port helm, and appeared to be crossing the bows of the *Vigilant*, luffing up in the wind would have stopped the progress of the yacht, and given the *Cymba* a better chance of going clear. When the tiller broke the sails stood full, but directly the foresail was hauled down she altered her course. The Crew of the *Vigilant* shouted to those on board the steamer to starboard and go astern, but the two vessels, it is said, had got so near to each other as to render this change impracticable. It should be understood, also, that the steamer's sails were set, and, as the Mate of the *Delaware*, who was called as an independent witness by the Board of Trade, declared his vessel was making six and a half knots under canvas alone, it would have been an impossibility for a pair of 140-horse power engines to stop the speed of a vessel of 700 tons, and to have caused her to go astern in the time left for the

operation. The Court were of opinion that the collision was caused by the yacht not holding her course; by keeping her head-sails on her, and throwing the wind out of the mainsail, or [by] lowering her jib as well as her foresail, so as to intimate to the steamer that she was about to bring up. Naval men will not understand the meaning of this decision, and we fail to do so. We can understand that, when the Yachtmen saw the steamer approaching them, and they were in a cramped condition, all the sails should have been lowered as an intimation that she was about to anchor; if the steamer, however, which discerned the yacht quite distinctly three miles off, and thus deliberately approached her, could not clear her when she was, as alleged, forging through the water at the rate of only one knot per hour, and disabled, the probability is that the *Cymba* would have struck her; had the yacht lowered her gaff and hauled down her jib. The Board of Trade must have considered the Master of the *Cymba* blameable, for the counsel who appeared for that Department was instructed to prefer a charge against the Master of the ship in the following terms:—"That the loss of and serious damage to the *Vigilant*, and the loss of divers lives of her Crew, have been caused by her wrongful act and default—namely, by the non-observance of the Rules of the Road, and the Regulations made by and in pursuance of the Merchant Shipping Amendment Act, 1862, and, in particular, of his non-observance of Articles 15, 16, and 20 of the Regulations for preventing collisions at sea." Under Article 15 a steamship has to give way to a sailing vessel. Article 16 prescribes that every steamship, when approaching another vessel so as to involve risk of collision, shall slacken her speed, stop, and reverse; and Article 20 states that nothing in the Rules shall exonerate any ship, or the Owner or Crew thereof, from the consequences of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of Seamen, or by the special circumstances of the case. We might criticize the incidents of this disaster more minutely, and express a strong opinion on some of its points, but the jury at the Coroner's inquest had all the facts before them, and arrived at a verdict of "accidental death." They acquitted the Master of the *Cymba* of all blame, but did not, like the Wreck Commissioner, condemn the Master of the *Vigilant*, although they had before them the judgment of the Court to help them in their conclusions. Divested of all allusions to the Steering Rules, we may look upon the collision as having been incurred through the accident to the yacht at a critical moment, when the Master of the *Cymba* did not know that the *Vigilant* had lost her steering power and was temporarily unmanageable, and, therefore, he could not account for her apparently attempting to disregard Art. 15 in not holding her course. On the other hand, it is possible the Master of the *Vigilant* might have warned the Captain of the *Cymba*, by a gun or by lowering all the sails, of the crippled condition of his yacht, though it is doubtful whether any act whatever would have averted the contact. The engines of the *Cymba*, it is said, were stopped some one hundred yards before the collision took place. The *Cymba* is 224 feet 3-10 inch in length for tonnage, and more than that over-all. No steamer, when going eight knots and with sails set, can be stopped in about twice her own length. We think, therefore, that the calamity was inevitable if, as asserted, the steamer could have gone well clear of the yacht had not the latter luffed. It was attempted to be demonstrated that no allowance was made by the Master of the *Cymba* for the action of the propeller. This is all a waste of argument, for the ship could not have gathered stern-way in one hundred yards from the time of her first stopping. We have often cautioned Masters and Pilots, that a steamer's stern, in backing, is turned to port or starboard according to the pitch of the screw. With this helm antithesis one vessel will go to port, and another to starboard. The cause is explained by the screw being left or right-handed. Then, again, there is a difference exerted by a two-bladed, a three-bladed, or a four-bladed screw. The action of the rudder is frequently diverted by the water acting on the blade of a screw on the opposite side, or its turning power is neutralized. This theory, however, is wrongfully adduced in the case of the *Cymba*, if it is attempted to fix the fault on her. These who desire to establish blame on the part of the steamer will have to look for a more tangible reason than that of the screw paralyzing the rudder.

#### TOO POOR TO FIGHT?

There is a dangerous belief gaining ground in England that Russia can only ruin herself by war, and that consequently Britain should not show too much anxiety to bring about a peace. The well-known poverty of Russia is of course one of the main grounds of this belief. This is good ground for believing that Russia is reasonably unwilling to make war, but not good ground for rushing to the conclusion that she must immediately fall to pieces because her funds are low. A despotic power like Russia, especially when her people are enthusiastically in favour of war, will not soon come to a halt for want of money. And if she becomes desperate, her best pecuniary hope may come to be the prize of a successful war—a desperate hope perhaps, but one that might impel her to do desperate deeds. Another ground for anticipating disaster to Russia is the temper of Germany. The *Full Mail Gazette* puts this forcibly in a recent article.

"That Russia should be embroiled in a war is desirable for Germany; indeed, nothing can be clearer than the fact that if the latter Power had really wished for peace, a word would have passed between her own diplomatists and certain other long ago which would have started Russia back upon the war path on which she has now been led so far. But it is of too much consequence to Germany with whom her northern neighbour is embroiled, or for what reason. Enough if a Power is weakened with whom sooner or later she will have to settle accounts. And if in any such war Russia seemed to succeed (which is not a German wish) there are always crushing means at hand to rectify that result, and of doing so with all the credit and advantage of 'savings' the defeated party or parties. Here possible concessions from one side come into view, as well as an easy opportunity, on the other side, of 'finishing off' a Power otherwise threatening to German tranquility."

But, on the other hand, Germany is well aware that as soon as she takes active steps against Russia, she will have to reckon with the French nation on the other side.—*Friend of India*.

#### A MONSTER BALLOON.

Visitors to the Exhibition of 1867 may remember on the Champ de Mars a captive balloon of large size. This was the first captive balloon, that had been manoeuvred by means of a steam-engine, the balloon itself having been 176,660 cubic feet in capacity, and capable of rising upwards of 800 feet above the ground. This was at the time considered a great aerostatic triumph, and was due to M. Henry Giffard, the inventor of the well-known "injector," from which invention, for many years past, he has been in the enjoyment of a handsome fortune. The organizers of the Philadelphia Exhibition asked M. Giffard, we believe, to construct a similar balloon for the great Centenary display, but the wealthy Frenchman would not listen to the proposal, as he wished to reserve an aerostatic surprise for the visitors to the next International Exhibition of Paris. M. Giffard has devised the construction of a balloon for 1873, which will far surpass any effort hitherto made in this direction, and which will, no doubt, be one of the most popular attractions of the forthcoming Exhibition. The plans were submitted to the Commissioners of the Exhibition by M. G. Tissandier, who has just published some of the details of construction. This new balloon will be formed of a resisting material, solid, absolutely impermeable to hydrogen gas, manufactured of alternate sheets of linen and caoutchouc, protected externally by several layers of varnish, and coated with white paint to diminish the effects of the sun's rays. This balloon will have a capacity of nearly 710,000 cubic feet, and will form an immense sphere, the greatest ever constructed, the diameter of which will not be less than 112 feet. By means of a system of valves it will be managed with the greatest ease. When moored to the ground, the balloon will form a monumental dome 166 feet high, exceeding by 16 feet the height of the Arc de Triomphe. The balloon itself will weigh 8800 lbs., and to join the pieces together of which it is composed will take nearly four miles of sewing, with 22 miles of thread. The car of the balloon will form a gallery 50 feet in circumference. A circular space in the centre of 10 feet in diameter will be reserved; in the centre of this space the cable, a powerful rope of 10 inches in circumference, will be joined to the upper circle by means of an apparatus which will constantly indicate the ascending power of the balloon. This aerial machine will be held to the earth by eight cables, attached to iron rings fixed securely in masonry, and will be suspended above a vast conical basin. The car will be reached by two movable gangways, and from 40 to 50 persons will be taken on board at each ascent. The cable will descend to the bottom of the conical basin, and by means of a secure system of wheels will be carried along a tunnel to be worked by an engine of 200-horse power. This cable will be 1730 feet in length. The captive balloon will be placed in the centre of a circular enclosure 332 feet in diameter. It will tower above the beautiful gardens, and will form the most elevated dome in the Champ de Mars. The greatest precautions will be taken to have every part of the great machine strong enough to resist all possible contingencies; the cable that fixes the balloon to earth will be so strong that a hurricane could not snap it. An elaborate but easily-worked apparatus will fill it with hydrogen gas. With this balloon, then, visitors 1600 feet above the earth during the continuance of the Exhibition. The map of the continent from that height, surpassing that of the Arc de Triomphe, the fine tableau of the city of Paris and its surroundings; and they will be able to see that the scenes described by aeronauts are not exaggerated pictures. The steam captive balloon will be located in the centre of the Exhibition great park, between the Palace and the Jena bridge. M. Giffard proposes to construct this enormous machine entirely at his own expense; it will cost several hundred thousand francs—an insignificant sum, however, compared to the fortune of the inventor of the "injector."—*Times*.

#### NELSON'S MOTTO.

One of the most precious legacies that Nelson left his country is, perhaps, the famous watch-word, "England expects every man to do his duty." Sir Harris Nicolas, in his Correspondence and Letters of Nelson, deemed it worth while to ascertain as precisely as he could the circumstances under which those words were uttered. There are three accounts of the matter—one of Mr. James, in his Naval History; one of Captain Blackwood, who commanded the *Eurydice* at the battle of Trafalgar; and one by Captain Pasco, who had been Nelson's flag-lieutenant in the *Victory*. Sir Harris Nicolas accepts the version of the latter, because that officer had himself to signal the words by means of flags. His account runs thus: "His lordship came to me on the poop, and, after ordering certain signals to be made, about a quarter to noon, he said, 'Mr. Pasco, I wish to say to the fleet, "England expects that every man will do his duty."'" and he added, "You must be quick, for I have one more to make, which is for close action!" I replied, "If your lordship will permit me to substitute 'expects' for 'confides,' the signal will soon be completed, because the word 'expects' is in the vocabulary, whereas the word 'confides' must be spelled!" His lordship replied in haste, and with seeming satisfaction, "That will do, Pasco; make it directly!" When it had been answered by a few ships in the van, he ordered me to make the signal for close action." Capt. Blackwood says that the correction suggested by the signal officer was from "Nelson expects;" but Capt. Pasco's is accepted as being the more probable.

#### THE "BIG TREES" OF CALIFORNIA.

A Californian botanist has sent to the *Rural Press* an account of the results of a careful measurement of the famous "big trees," and a laborious count of the rings in various stumps. The "Father of the Forest" has been said to have sprung from the earth soon after the Deluge, but the rings in his shattered trunk shows that his full age at base is probably 1800 years. His alleged 40 feet diameter proves to be only 18 feet, measured at 8 feet from the roots. This correspondent adds—"One oft-repeated story is true, however, that of a passage through a part of his body large enough to admit horsemen. This passage, burnt out of his heart, commenced at a

point 66 feet from the roots, and extends 120 feet, coming out where was once a knot-hole, now enlarged by rollers to a wide doorway. I saw several ladies ride horses of a medium size through this wooden tunnel, and one day while passing, riding one of my horses and leading the other packed with bulky specimens, I turned into the cavity and rode safely through. The ceiling overhead is 4 feet 6 inches thick, so the grand promenade for visitors above is perfectly safe." He mentions another monster tree, whose stump he measured with his tape-line, "held at the other end by a Puritan master builder from Boston," and the longest diameter, including bark, at 5 feet from the base, was found to exceed 27 feet. He says also—"The South Park Grove contains about 600 trees, some of them of the largest class. One, the home of 'Trapper Smith,' is a vast swollen trunk at base, 90 feet in circuit and 30 feet in diameter. The 'Livey Stable,' which has received 22 horses at a time into its hollow, is 84 feet in circuit. A fallen tree 15 feet in diameter, 30 feet from the roots. A cavity is burnt in it sufficient to comfortably shelter 25 or 30 horses, or to afford the passage of a Concord coach and its four-horse team for over 200 feet. These dimensions do not materially differ from some published statements, but counts and estimates of the rings reveal only 1200 to 1500 in number. Other groves visited afforded corroborative evidence, that though the dimensions, being easily determined, are often given accurately, the age has been generally grossly exaggerated."

#### THE WAY 'TWAS DONE.

A little scene occurred the other day in our local police court, between one of our able solicitors and a gentleman in blue, and the misunderstanding arose out of the witness not comprehending the meaning of certain terms. The following dialogue between a lawyer and a plain witness is a good hit for the too prevalent fashion of using big crooked words:—"Did the defendant knock the plaintiff down with a mallet?" "No, sir; he knocked him down with a lump of iron." "You misunderstand me, my friend; I wish to know whether he attacked him with any intent." "Oh, no, sir; it was outside of the tent." "No, no; I wish to know if it was a preconcerted affair?" "No, sir; it was not a free concert affair, it was at a circus." He (the lawyer) gave it up at this, the obtuseness of the witness proving too much for his nerves.—*Western Independent*.

#### HOW RITUALISM PAYS.

At any rate the supporters of London churches "rather advanced" pay well for the satisfaction of anchoretic vestments and altar candles. This is sufficiently evidenced by the amount of the offertories at the various places of worship in question. It appears that at St. Augustine's, Kilburn, there are no less than seventeen offertories, the amount of the offertory which is derived from this source usually is said to be £2000. At St. Matthias, near Earl's Court Station, although only a Sunday offertory, the amount realised reaches £2500 a year; Mr. Ladd's offertory from the congregation at St. Paul's, Knightsbridge, some £3000 per annum; whilst at St. Andrew's, West-street, the yearly estimate is £2257 12s. 1d. Mr. Mackintosh's Church being situated in a poor district, the St. Alban's offertory is nothing remarkable; but that at St. Mary's, Paddington, can boast of an annual average of £5000. At most of these churches, it seems, the offertories are reserved for the purchase of flowers, candles, and new vestments, on which enormous sums are expended. But the lovers of ritual are not the only supporters of the offertory system, as the accounts of Trinity Church, Paddington, set down £8000 as the receipts from the same source.

#### Miscellaneous.

A DEUNKEN Californian miner has kicked a can of nitro-glycerine again, and his relations would feel a great deal better if they could find something more of him than one boot-strap. It seems ridiculous to have a funeral over only one boot-strap.

He was not a scientist, but he was modest; and when a young man asked him at the tea-table what was meant by an ornithorynchus, he frowned, and reminded him that there are some things which should not be mentioned before ladies.

An old coloured preacher in Columbus was lecturing a youth of his fold about the sin of dancing, when the latter protested that the Bible plainly said, "There is a time to dance." "Yes, dar, am a time to dance," said the dark divine, "and it's when a boy gets a whippin' for gwine to a ball."—*Savannah News*.

It was our good fortune to be introduced to a Chinese lady of rank, who possessed the usual badge of nobility, a small foot. When I said we wanted to see her foot, she evidently understood, for she laughed, and put out her tiny, pointed slippers. I got on my knees, and took her foot in my lap and examined it closely, and measured it. The foot and leg were tightly bound in white satin, fastened neatly around the limb. There were bands of gold around her ankles; her ankle measured ten inches in circumference at its smallest place; her foot was two inches and three-quarters long, two inches broad in the middle, and one inch at the toes; over the white satin band or stocking she wore blue satin slippers, embroidered in silver. The slippers came almost to a point at the toe. As a natural consequence she could not walk, but limped painfully along by the aid of a cane. The doll-like foot so elaborately decorated with blue and silver, hanging to the big ankle, which was, of course, disproportionately large, looked anything but handsome. According to my standard of aristocratically moulded limbs and feet, her legs looked like sticks of wood whittled to a foot. But she was evidently very vain of her deformity, and accepted our surprise as a compliment to herself.

popular among the commercial population of Odessa, the principal inhabitants are making great demonstrations of patriotism. One of the wealthiest of them, M. Papadopolis, has placed a magnificent palace at the disposal of the authorities to be used as a hospital for the wounded, and other merchants have established kitchens at the railway station, where all the troops coming from the north are to be provided with food gratuitously. The furriers of the town, too, have offered large quantities of winter gloves for the soldiers.

The "Shosha," or second National (Native) Bank of Japan, accomplished, according to an American journal, a stroke of business during the recent commotion in the exchanges on which Wall-street itself might look with envy. "In the course of August last, when the large transactions in silk had all but denuded the market of dollars, emptied the coffers of the foreign banks, and sent exchange up in daily jumps, the Shosha purchased bank bills on London to the extent of 800,000 dollars, at an average rate of exchange of 4s. 4½d. per dollar. This threatened at one time to be a very disastrous operation for the Shosha, as exchange in the early part of this month was pushed up to 4s. 6½d. The bank, however, quietly held its own until the reaction (which it is only fair to suppose it foresaw) had not only set in, in consequence of large arrivals of treasure, but had sent exchange down to 3s. 11½d., at which rate the managers of the Shosha realized on about half their venture, netting in the course of a few weeks the very handsome profit of 40,000 dollars. At the date of the last mail from Japan, or on the 26th of September, the balance of the investment was said to be still in the Shosha, which was likely to make more on a second than on the first sale, as exchange on that day was tolerably steady at 3s. 10½d., but with a prospect of a further decline."

JOHNIE had been naughty. It's astonishing how naughty two-year-old babies can be, when they try; and Johnnie had tried. His blue eyes didn't look as usual, and his hair wasn't as golden, and instead of a bright smile, a cunning—oh dear, what am I saying? an ugly, put-rested-on his pretty little mouth. There he stood in the middle of the floor, baby fists on baby hips, feet very wide apart, the sweetest I mean the naughtiest—well, rebel that ever defied mamma. Just think of it, only two years old, and defying mamma. "Will you be good?" asked mamma, sternly. "No, mamma!" replied Johnnie. Mamma opened her eyes—they were not blue as Johnnie's—very wide. "You won't?" she said. "No, mamma," replied Johnnie. "Then," she said solemnly, "you must be punished. Go into the store-room and stay in there until you can say 'Yes, mamma.'" Johnnie went, and mamma closed the door, expecting to hear the wailed-for "Yes," shouted forth instantly. But to her great surprise she heard not a word or cry. Five minutes passed; utter silence. Ten minutes went by; not the slightest sound; and mamma began to grow impatient—after the manner of mammae, she was longing to kiss and forgive her boy.

"Oh! the blessed darling," she said to herself, as the twelfth minute stole away; "the punishment is too dreadful for him. How can I have been so hard-hearted? To shut a merry little thing like that in a dark place; a baby that should never be out of the sunshine, except when he's asleep; it's too bad." And she flew to open the closet door. "John, as his father calls him, looked up at her, his whole face sparkling with fun. The blue had come back to his eyes and the gold to his hair and the smile to his lips. In his chubby hands he held the last piece of what, just fourteen minutes before, had been a fine, brown, fragrant, fresh-baked loaf of cake. Crumbs covered his face from chin to eyes, his cheeks shone, and sundry crisp fragments clung to his neck and bib. "Good gracious!" said mamma. "Dood take!" said Johnnie. —*Madge Elliot in Baldwin's Monthly*.

There is a wealthy old person living about these parts, who the other day made a pilgrimage to Hanchow with a view to extending his harem. On entering the market, however, he found that not one of the marriageable young ladies would have anything to say to him; he was snuffy, he was dirty, he was everything that was ineligible. No doubt his bad luck served him right; for old gentlemen with wives and grandsons ought to be content with their blessings, and leave gallantry to younger men. But this wicked old fellow, nothing daunted, determined to pursue his quest in the fair city of Soochow, which is famed for the beauty of its girls; and he regretted to say that in so doing he had recourse to a very reprehensible stratagem. Leaving his old wife at home, he took with him his grandson, a comely lad of nineteen years of age, and set forth again upon his travels. Arrived at Soochow, he interviewed a middleman, and commissioned him to select a pretty maiden for his second wife; but—and here was the cunning of the old dog—when the lady desired to see her future lord, he substituted his hand-son grandson for himself. His courtship therefore prospered; the bargain was struck, and the young wife embarked with the two gentlemen for their native place. She seemed much embarrassed, however, by the attentions of the old man, and looked round wonderingly for the youth; but last she burst out—"I really wish, Sir, you will be good enough to get out of the way, I married your grandson, not you, and I consider that you take a very unwarrantable liberty in monopolizing me in this manner." The old man chuckled. "Keep cool, my dear," quoth he; "the pretty youth you saw was not your husband." "Not my husband?" screamed the now infuriated fair one—"then, pray, whose wife am I?" "Mine, darling," said the venerable sinner, with an insinuating smile. "Yours—yours, your dreadful old greybeard!" gasped the bride, "put me on shore this instant! You have cheated me in the grossest manner, and I'll raise the neighbourhood if you retain me an instant longer." This so frightened the old galliard that he hesitated not a moment; away sped the lady, back to her native place; her guardians were richer by the price paid for her, and the would-be bridegroom lost wife and money too. But it served him right, for he had made his fortune by the establishment of lotteries, and ought to have been pulled up by the police years and years before.—*Shanghai Courier*.

This Centennial now sitting at Constantinople has it in its power to prevent a European war which would probably be one of the most general and terrible on record. Scarcely a power of any consequence in Europe could long remain quiet if once the blast of war were blown in the East. The Russian proposals are moderate at present compared with what they would become as soon as the sword was drawn.

"In for a penny, in for a pound" would be the most natural maxim for her then to adopt, and her desire to effect the deliverance of certain provinces from the oppression of the Turk would be changed into an open endeavour to extend her own power to Constantinople. It is certain that England is not the only power which would resist such an attempt. Austria, which is at present honestly anxious for peace, would be compelled to oppose Russia, with whose interests hers are far from being identical. Germany would not long be quiet if Russia sought to aggrandize her power in the East, but would take measures to preserve the balance in her own favour. But the Russian bear would not be left to be baited by all these powers without assistance. France, at present pressing Austria, but the popular feeling would certainly drive the Government to rescue its lost provinces whenever Germany entered the fray, and the latter power would have to contend against Russia on the east and France on the west. Austria would fare very much in the same way, for Italy could not resist the tempting opportunity of seizing the coveted Tyrol. The prospect is appalling enough to make the most ambitious of the powers shrink back. It rests with England to avert it. The Russian demands are not at present preposterous, and England must accede to the spirit of them. The trans-Balkan provinces of Turkey must be secured from future Turkish oppression by guarantees sufficient to ensure tranquillity and impartial administration, and it is impossible to obtain such securities without placing strong restrictions on the administrative power of Turkey. If England stand out for "administrative integrity," war will be inevitable, and England will bear the chief responsibility. But there is every reason for confidence that the Marquis of Salisbury will be magnanimous enough to meet Russia in a generous spirit and not hurry Europe into a disastrous war by any foolish tenderness for the Turkish prestige. Lord Beaconsfield's ambition is the one thing to be dreaded, but it ought to be sufficiently gratified by the undoubted fact that England is at present the arbiter of peace or war for Europe.—*Friend of India*.

His Majesty's ship *Tenedos* is homeward bound, after four years in the Pacific Station. On July 20 she was making for the Gulf of Panama when a gale sprung up, which made Cape Tenedos on lee shore. Towards night it moderated, and Captain Pollard, before turning in for the night, ordered fires to be banked, and the ship to proceed under topsail. She went spinning on at nine knots an hour, the shore being supposed to be thirty miles distant. About two in the morning Lieutenant Graham, officer of the watch, roused the captain, saying he felt uneasy, and asking if the course should be changed or steam got up. Captain Pollard, however, ordered to keep on the same course until four o'clock. Soon afterwards land was sighted close under the lee bow. The helm was instantly ported, and the ship was answering excellently when the look-out man shouted, "Breakers on starboard bow." Lieut. Graham rushed forward, and through the intense darkness saw a gigantic rock ahead about 500 yards away. It was instantly seen that she could not clear it by passing towards the open sea, and whether there was any channel between the rock and the mainland could not be even guessed. To venture this was the only chance, however, and Graham, without one moment for reflection, had to act. He shouted, "Helm hard starboard! square yards! clear lower deck! call the captain! Every order was obeyed with lightning alacrity, and there ensued a few moments of intense excitement and suspense. The *Tenedos* apparently to certain destruction. Less than a minute after she swept through a narrow channel, almost grazing the huge rock one side, and within a hundred yards of the mainland on the other. As ten scores men rushed up from below, and saw how narrowly they had escaped destruction, even hardy sailors burst into tears, and Lieut. Graham was overwhelmed with thanks and congratulations.

#### Quotations.

HONGKONG, Jan. 10, 1877.  
 OPIUM.—New Fatsa, cash, \$587½  
 " credit, 590  
 " New Benares, cash, 557½  
 " credit, 560  
 " New Malwa, cash, 555  
 " credit, 560  
 " Allowance Tails, —40 s 48  
 " Old Malwa, cash, 570  
 " credit, 575  
 " Allowance Tails, —32 s 40  
 CAMPHOR, ... .. 121 s 20  
 SALTPETRE, ... .. 8.20 s 8.70  
 QUICKSILVER, ... .. 70½ s 71

#### Exchange.

Bank, on demand, ... .. 4/3  
 " 30 days' sight, ... .. 4/8  
 " 6 months' sight, ... .. 4/3½ s 4/3  
 Credits, ... .. 4/4  
 Documentary, 6 months' sight, ... .. 4/4  
 Bombay, ... .. 23½  
 Calcutta, ... .. 23½  
 Shanghai, demand, ... .. 75  
 " 30 days, ... .. 70½  
 Bar Silver, 17, dwt. B., ... .. 73  
 Mexican, ... .. 22½  
 Gold Leaf, ... .. 24.20  
 English Sovereigns, ... .. 4.82  
 Australian Sovereigns, ... .. 4.82  
 Discount, ... .. 12 %

#### Shares.

Hongkong Bank, 23  
 H.K. Fire Ins. Co., \$570  
 China Fire Ins. Co., \$174  
 China Traders Ins. Co., \$1700  
 Union Ins. Society of Canton, \$580  
 Chinese Insurance Co., \$200  
 North China Ins. Co., \$1875  
 Yangtze Ins. Association, \$1.00  
 H.K. & W. Dock Co., 45 ds.  
 H.K. & C. M. S. Boat Co., \$10 ds.  
 Shanghai Steam N. Co., \$18  
 Hongkong Hotel Co., \$52½ ds.  
 Chinese Imperial Loan, 499

#### Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)  
 HONGKONG, Jan. 10, 1877.  
 BAROMETER—9 A.M., ... .. 29.887  
 " 1 P.M., ... .. 30.268  
 " 4 P.M., ... .. 30.284  
 THERMOMETER—9 A.M., ... .. 61  
 " 1 P.M., ... .. 62  
 " 4 P.M., ... .. 61  
 " (Wet bulb) 9 A.M., ... .. 58½  
 " 1 P.M., ... .. 60  
 " 4 P.M., ... .. 59½  
 " Maximum, ... .. 62½  
 " Minimum, ... .. 58½



## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMAILA, PORT SAID, NAPLES,  
AND MARSEILLES;

Also,

PONDICHERY, MADRAS AND  
CALCUTTA.

ON THURSDAY, the 11th January,  
1877, at Noon, the Company's  
S. S. *SLYDE*, Commandant RAYETEL,  
with MALES, PASSENGERS, SPOILS,  
and CARGO, will leave this Port for the  
above places.

Cargo and Spoils will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.  
Shipping orders will be granted till noon,  
Cargo will be received on board until  
4 p.m., Spoils and Parcels until 3 p.m.  
on the 10th January, 1877. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.)  
Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.

H. DU POUET,  
Agent.

Hongkong, January 6, 1877. jall

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF  
TOKIO*, will be despatched from San  
Francisco, via Yokohama, on MONDAY,  
the 15th January, 1877, at 3 p.m., taking  
Passengers, and Freight, for Japan, the  
United States, and Europe.

Through Passenger Tickets and Bills  
of Lading are issued for transportation to  
Yokohama and other Japan Ports, to San  
Francisco, to ports in Mexico, Central and  
South America, and to New York and  
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan S. S. Com-  
pany will leave Shanghai, via the Inland Sea  
Ports, about same date, and make close  
connection at Yokohama.

At New York, Passengers have selection  
of various lines of Steamers to England,  
France and Germany.

Freight will be received on board until  
4 p.m. 14th Proximo. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 16, Praya Central.

G. B. EMORY, Agent.

Hongkong, December 16, 1876. jals



## STEAM FOR

Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediter-  
ranean Ports, Southampton  
and London;

Also,

Bombay, Madras, Calcutta and  
Australia.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
*GEELONG*, Captain FRASER, will leave  
this on THURSDAY, the 18th January,  
at Noon.

For further Particulars, apply to  
A. McIVER, Superintendent.

Hongkong, January 6, 1877. jals

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

AND  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES

AND  
ATLANTIC STEAMERS.

THE S. S. "*GAELIC*," will be de-  
parted for San Francisco, via Yoko-  
hama, on THURSDAY, the 1st February,  
at 3 p.m., taking Cargo and Passengers  
for Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of 31st Instant. Parcel Packages  
will be received at the Office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Return Passage Tickets available for 6  
Months are issued at a reduction of 20 per  
cent on regular rates.

For further information as to Freight  
of Passage, apply to the Agency of the  
Company, No. 16, Praya Central.

G. B. EMORY, Agent.

Hongkong, January 2, 1877. fel

## WASHING BOOKS.

(In English and Chinese)

WASHBURN'S BOOKS, for the use  
of Ladies and Gentlemen, are now  
ready at this Office. Price 21 each.

Printed at the Office.

## Insurances.

THE SCOTTISH IMPERIAL  
INSURANCE CO.

THE Underigned having been appointed  
Agent, in Hongkong, for the above-  
named Company, is prepared to grant  
Policies against Fire, on Buildings and on  
Goods to the extent of £10,000, at the  
usual rates, subject to an immediate dis-  
count of 20 %.

Attention is invited to a considerable  
reduction in Premium for Life Insurance in  
China.

Life Policies effected during the year  
1876, share in the Bonus to be declared on  
31st December for the quinquennial period  
then ending.

A. MACG. HEATON.

Hongkong, September 27, 1876.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Batavia and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

SO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored thereon, on  
Coals in Matched, on Goods on board  
Vessels and on Hulls of Vessels in Har-  
bour, at the usual Terms and Conditions.

Proposals for Life Insurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELOHERS & Co.,  
Agents, Royal Insurance Company.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,  
A. D. 1720.

THE Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates. A discount of 20 % allowed.

Life Department.

Policies issued for sums not exceeding  
£5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE  
COMPANY.

THE Underigned Agents are in receipt  
of Instructions from the Board of  
Directors authorizing them to issue Policies  
to the extent of £10,000 on any one first  
class risk, or to the extent of £15,000 on  
adjoining risks at current rates.

A Discount of 20 % allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 5, 1875.

CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYPHANT & Co.,  
General Agents.

Hongkong, April 17, 1872.

QUEEN FIRE INSURANCE  
COMPANY.

THE Underigned are prepared to grant  
Policies against Fire to the extent of  
£45,000 on Buildings, or on Goods stored  
thereon, at current local rates, subject to a  
Discount of 20 % on the Premium.

NORTON & Co.,  
Agents.

Hongkong, January 1, 1874.

MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1865.

## Insurances.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.

Hongkong, July 6, 1875.

For Sale.

JUST RECEIVED,  
A consignment of the Celebrated Toilet Requisite  
"AMYCOS."

It is an Excellent COSMETIC.  
As a HAIR RESTORATIVE is unrivalled.  
As a MOUTH WASH it is very agree-  
able, making the breath fragrant, and Pre-  
serving and Whitening the TEETH.  
It Removes PIMPLES or Eruptions of the  
skin.  
And is a Powerful Disinfectant.

Sole Agent,

W. BALL,  
China Dispensary, Hongkong.

Hongkong, December 12, 1876. jals

FOR SALE.

CUTLER, PALMER & Co.'s  
Celebrated  
Brands of WINES and SPIRITS.  
Apply to  
SIRMSSEN & Co.  
Hongkong, June 22, 1876.

HONG LISTS.

Circular, large sheet.  
THE AMENDED HONG LIST  
in English and Chinese, con-  
taining the Names of all the most  
important Companies, Institutions  
and Mercantile Houses in the  
Colony.

Price, 25 cents each; or \$2.50  
per dozen.

At the "China Mail" Office.

SAM HING STULTZ'S

Christy's HATS, in new Styles.

New TWEEDES, in great variety.

Woolen, Cotton, and Cashmere SOCKS.

Cricket & Knickerbocker STOCKINGS.

Lambwool UNDER SHIRTS and  
DRAWERS. BLANKETS and RUGS.

Tapestry CARPETS, in new Patterns.

Embroidered TABLE COVERS.

Rep Window CURTAINS.

Damask TABLE CLOTHS, and NAP-  
KINS, Furniture CHINTZ.

Kid & Woolen GLOVES, in all Colours.

88 & 90, QUEEN'S ROAD.

Hongkong, October 27, 1876. jals

NOW READY.

PENG-SHUI, or, THE RUDIMENTS OF  
NATURAL SCIENCE IN CHINA. By Dr.  
E. J. RITZEL. One Volume. 8vo. Price,  
£1.50.

BUDDHISM, ITS HISTORY, THEORY AND  
POPULAR RELIGION, in three Lectures.  
By Dr. E. J. RITZEL. Second Edition. One  
Volume. 8vo. Price, £1.50.

Orders will be received by Messrs Lane,  
Oswford & Co.

Hongkong, July 31, 1875.

Intimations.

AFONG,  
PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,  
HAS on hand the Largest and Best  
collection of Views of China, Photo-  
graphic Albums, Frames, Cases, &c., of  
assorted sizes, Photographs enlarged from  
C. D. V. size to life size and coloured in  
oil. A new apparatus for Photography has  
been received from England; he is prepared  
to take Photos. of Buildings and interiors  
at the shortest distance.

Hongkong, July 17, 1876.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE  
Chinese Mail.

TWO cents a character for the first 100  
characters, and one cent a character  
beyond the first 100, for first insertion, and  
half price for repetitions during the first  
week. Subsequent weeks' insertions will  
be charged only one half the amount of the  
first week's charge. Advertisements for  
half a year and longer will be allowed a  
deduction of 25 per cent on the total amount,  
and continue for more favourable terms  
can be made.

Efforts have been made to establish  
Agents for circulating the Chinese Mail in all  
the ports and in the interior of China, all  
the ports in Japan, in Saigon, Singapore,  
Penang, Calcutta, Batavia, Manila, the  
Philippines, Australia, San Francisco, Peru  
and other places which Chinese frequent.  
When the list of Agencies is completed,  
it will be published. Agents have been  
already established in most of the above  
places, and in important ports more than  
one agent has been appointed at each.

OHUN AYIN,  
Manager.

Hongkong, February 29, 1874.

## Intimations.

SHIPS' COMPADORE AND  
STEVEDORE.

No. 57, Praya Wren.

SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES.

Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

P. F. DA SILVA,  
GENERAL COMMISSION AGENT,  
TAKAO AND TAIWANTOO. [622]

EXPOSITION UNIVERSELLE  
DE 1875.

THE CONSUL for FRANCE has the  
honour to inform those Persons who  
wish to take part in the intended Exhibi-  
tion, that they will find at the CONSULATE  
all Information and Particulars they may  
require.

For the Consul,  
G. BOULOUZE, Vice-Consul.  
Hongkong, December 16, 1876.

## NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's  
day (February 17, 1874) the Chinese  
Mail will be issued twice instead of tri-  
weekly as heretofore. No change, how-  
ever, will be made in the price of subscrip-  
tion, which will remain at \$4 per annum.

The charges for advertisements are now  
assimilated to those of the China Mail.  
The unusual success which has attended  
the Chinese Mail makes it an admirable  
medium for advertisers.

The Conductors guarantee an eventual  
circulation of one thousand copies. It is  
already the most influential native journal  
published, and enjoys considerable prestige  
at the Ports of China and Japan, and at  
Singapore, Penang, Calcutta, San Fran-  
cisco and Australia.

For terms, &c., address  
Mr OHUN AYIN,  
Manager.

China Mail Office,  
17th February, 1874.

MUNICIPAL CORPORATION,  
PENANG.

THE Municipal Commissioners of Penang  
are desirous of receiving DESIGNS for  
a TOWN-HALL. This Building is to  
be erected on the ground on the east side  
of the Esplanade situate between the latter  
and Duke Street, and its cost is not to ex-  
ceed \$30,000.

The Commissioners offer a PREMIUM of  
\$400 for the best and most suitable Design  
with Specifications; and competitors have  
the option of forwarding Tenders for carry-  
ing out the work.

The Designs, accompanied with all docu-  
ments, are to be sent to the Municipal Office  
Penang on or before the 1st of March next.

For further information apply to the  
Secretary to the Municipal Commissioners  
at Penang.

D. C. PRESGRAVE,  
Municipal Secretary.

Penang,  
Municipal Office,  
The 21st September, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has  
been very much extended. The fol-  
lowing are some of its Agents:—

Macao.—Man Ohuen Shop.  
Canton.—Sing Ohuen Native Post Office,  
Luen Hing Street; Ohui Hing Low Hotel,  
Luen Hing Street; Kwong Tin Fat Shop, Yan  
Tad Street; Mr Sit Chuen Fan, Tung Wen  
Kwan; Yuen Fong Shop, in front of the  
Provincial Treasurer's Yamen; How Yuen  
Shop, Small Market Street, New City; Yee  
Cheung Photograph Shop, Honam; Kwai  
Heung Shop, Sin Choong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun  
Loong Hong.  
Amoy.—Ohin Cheong Hong, Mook Kok  
Street.

Foochow.—Mr Yu Ching Cheong, Foo-  
chow Arsenal; Mr Lum Kwok Ohing, Mar-  
time Customs.

Shanghai.—Mr Ng Ching Shun, Mar-  
time Customs; Mr Ho Yue Chuen, Mar-  
time Customs; Mr Chun Sing Hol, Messrs  
Jardine, Matheson & Co.; Mr Kwong  
Ohuen Fook, Educational Mission School;  
and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime  
Customs.

Hankow.—Yee Hing Hong.  
Chefoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Muni-  
cipal Office, Yokohama.

Saigon.—Wohang Hong.  
Singapore.—Ting Kee Hong; Kwong  
Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.  
Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fooking Fat Hong.

The above are some of the Agencies;  
others will be published, when they are  
arranged for. Negotiations are in progress  
with the express couriers who carry the  
official despatches and Peking Gazette, to  
circulate the Chinese Mail in the interior of  
China.

Hongkong, March 10, 1874.

## To Let.

TO BE LET.  
THE Premises at present occupied by the  
International Ice Manufacturing Co.,  
Limited.

For particulars, apply to  
MEYER & Co.

Hongkong, December 11, 1876.

## TO LET.

THE Dwelling House No. 4, Alexandra  
Terrace,  
The Bungalows Nos. 1 and 3, Old Bailey  
Street.

The upper portion of Nos. 43 and 44,  
Queen's Road.

Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, November 17, 1876.

## HONGKONG MARKET PRICES.

Corrected to Saturday, January 6, 1877.  
At 1080 Cash per Dollar Mexican.

Paiza,  
Highest Local  
Cash.

Butcher Meat.

Bacon, English, lb. 450 400  
" Ame. Sugar cured, 300 250  
" Foochow, 180 160

Beef, sirloin and prime cut, cy. 160 150  
Beef Corned, catty 150 140  
" Roast, 150 140

" Soup, 90 80  
" Steak, 150 140  
Bullocks' Brains, per set 60 50